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A temperature-survey in the secondary air mixing zone of the burner of a J33-A-17 turbo jet engine.

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University of Minnesota

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Patrick

A temperature survey in the secondary air
mixing zone of the burner of a J33-A-17
turbo jet engine.

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A TEMPERATURE SURVEY IN THE SECONDARY AIR MIXING
ZONE OF THE BURNER OF A J33-A-17 TURBO JET ENGINE

A Thesis

Submitted to the Graduate Faculty

of the

University of Minnesota

by

Urey W. Patrick

In Partial Fulfillment of the Requirements for

the Degree of

Master of Science in Aeronautical Engineering

August 1951

100-100000
100-100000

THE UNITED STATES OF AMERICA
DEPARTMENT OF JUSTICE

IN RE
JAMES EARL RAY
ALIAS
FUGITIVE

VS.

THE PEOPLE

TO HAVE AND TO HOLD
THE PEOPLE OF THE STATE OF
MISSISSIPPI

VS.

ACKNOWLEDGMENTS

The author would like to express his sincere appreciation to the following people who were of great help in this investigation.

Dr. W. A. Hall and Professor T. E. Murphy for their assistance, technical advice, and counseling.

Michael Schonberg and Eugene Kaar for their assistance in preparing the J33-A-17 Turbo Jet Engine burner for test.

Other graduate students for their assistance in setting up and operating the test equipment.

APPENDIX

The reader would like to express his sincere appreciation to the following people who were of great help in this investigation:

Mr. J. L. Smith and Mr. J. L. Smith, Jr., Supply for the
Department, Chemical Warfare, and Chemical Warfare.

Major, Chemical Warfare, and Major, Chemical Warfare, for their assistance in preparing the report. The report was prepared for the
Department.

Also, the author wishes to thank the following for their assistance in preparing the report:

Mr. J. L. Smith and Mr. J. L. Smith, Jr., Supply for the
Department, Chemical Warfare, and Chemical Warfare.

Major, Chemical Warfare, and Major, Chemical Warfare, for their assistance in preparing the report.

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1970	100	1000
1971	100	1000
1972	100	1000
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2080	100	1000
2081	100	1000
2082	100	1000

SUMMARY

This investigation was conducted to obtain information on the mixing and mixing rates of the secondary air with the gases of combustion in a jet engine burner. For this purpose a J33-A-17 Turbo Jet Engine, can type, burner was utilized.

It was found, for the range of fuel-air ratios investigated, .009 and .012, that mixing was accomplished in a fairly uniform and definite manner. Increasing fuel-air ratio increased the temperatures near the center where the hot core of the gases maintained itself. As the amount of secondary air into the flame tube increased, at a constant fuel-air ratio, the higher temperature gases near the center would be cooled and the gases previously cooled near the boundaries of the flame tube remained practically constant in temperature. Thus a very high temperature gradient that existed near the fuel nozzle would be gradually decreased. However, near the end of the burner, where secondary air ceased to be admitted, a temperature gradient still remained indicating that improvement can be made to produce uniform temperature distribution.

Low temperatures adjacent to the flame tube were observed in all cases and were within the structural temperature

limitations. The secondary air between the flame tube and outer liner was practically constant at 185-195° F.

consequently, the results are between the two sets of
data (1) and (2) are not significantly different.

The results of the two sets of data are compared in
Table 1. The results show that the two sets of data are
not significantly different.

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INTRODUCTION

The heart of the aircraft jet engine is considered by many to be the burner, for it is here that the heat is added producing high thermal energy from which the engine is able to produce thrust.

The design of such an aircraft jet engine burner must take into account the following requirements:

- (1) Low weight
- (2) Compactness
- (3) Low pressure loss
- (4) Uniform temperature distribution at outlet
- (5) A definite maximum temperature at outlet that is not to be exceeded
- (6) Ability to withstand high temperatures structurally
- (7) High combustion efficiency
- (8) High rate of heat release

The first designs were arrived at by trial and error methods as only sketchy information was available. As burners were produced that could meet the above requirements, at least partially, certain concepts of design became accepted. How-

ever these concepts are continually being tested with varying configurations and still, to a great extent, with cut and try methods.

Requirements (4) and (5) are imposed by the material limitations of the turbine. These requirements, (4) and (5), are met in the burner by dividing the airflow into roughly two parts, primary air and secondary air. Primary air, with the fuel, supports combustion and enters at the forward end of the burner. Secondary air enters the flame tube (inner liner of the burner), through various means, downstream of the primary air and serves to cool or quench the hot gases of combustion, thereby lowering the outlet temperature to the desired maximum or below. There is no sharp line of demarcation between primary and secondary air. This cooling by the secondary air should be done in such a manner that uniform temperature is obtained at burner outlet. The secondary air also aids in meeting requirement (6) by providing a cooling layer of air between flame tube and outer liner of the burner.

Ref. 1 defines combustion efficiency as the ratio of actual enthalpy increase of fuel plus working fluid to the ideal enthalpy increase if combustion were complete. Present day aircraft jet engine burners have high combustion efficiencies

and extremely high heat release rates over most of the operating range of the aircraft. Thus it might seem that there would be more productive fields of effort in which research and development could be channeled in man's attempts to improve the present day jet engine. However on a closer look at the complexities of the burner and its operation it becomes apparent that there is need for much improvement. For instance high combustion efficiency is limited to a restricted range of fuel-air ratios and as combustion efficiency drops, unstable burner operation and incomplete combustion results with the attendant loss in thrust and finally complete stoppage of the engine. Thus it becomes obvious that there is a great need for extending the range of burner operation with good combustion efficiency. The fact that jet engine burners have high combustion efficiencies over the operating range of the aircraft becomes merely a statement of the dependancy of the aircraft performance on combustion efficiency.

Poor combustion efficiency may be due to, according to Ref. 2:

- (1) Excessive supply of primary air causing chilling of the combustion process, or to premature admission of the secondary air also causing chilling.

- (2) Too long a flame path in relation to burner dimensions so that quenching of extreme portions of flame occurs, resulting in unburnt fuel.

From the above it can be seen that the secondary air of the burner becomes very important and the manner in which it is introduced into the flame tube has a marked effect upon combustion efficiency. Thus the distribution and mixing rate of the secondary air with the hot gases of combustion assumes a critical place in the overall picture of the aircraft jet engine.

It was the purpose of this investigation to survey the temperature of the secondary air mixing zone and with the results so obtained to attempt to provide an insight into the mixing rates and pattern of mixing within the burner. To carry out this purpose a typical "can" type burner that has been used successfully in an aircraft turbo-jet engine was selected. This burner was part of the J33-A-17 turbo-jet engine.

It was the purpose of this document to show the importance of the economy and the role of the state in the development of the economy. The document was written by the author in 1980 and was published in 1981. The document was written in English and was published in the United States. The document was written by the author in 1980 and was published in 1981. The document was written in English and was published in the United States.

TEST EQUIPMENT

A schematic drawing of the test equipment is presented in Fig. 1. Fig. 2 shows the control panel from which the test equipment in the test cell was operated. Engine instruments and controls were located at the control panel.

A six cylinder Lycoming engine, Model 9-435-T rated at 162 hp. at 2800 RPM was directly coupled to a centrifugal compressor with a 7.48 : 1 gear ratio. This compressor was removed from an Allison V-1710 Aircraft Engine. The installation is pictured in Fig. 3.

The air to the compressor entered an eight in. duct, in the test cell, in which there was placed a 5.6 in. square edged orifice with radius taps. Pressure lines from the radius taps were lead to the control panel and there connected to a water filled manometer so that differential pressure, Δp_w , across the orifice could be read directly at this location.

Compressed air from the compressor then entered a large duct, as shown in Fig. 3, and was lead to the J33-A-17 turbo jet engine burner, a "can" type, where it was mixed with fuel and the resulting mixture burned. The hot gases and excess air were then blown through an exhaust system to the out-

REPORT

A detailed drawing of the test equipment is given
on page 10. It shows the general layout of the
test equipment in the test cell and indicates the
locations of the various instruments.

A list of the instruments used in the test is given
on page 11. It includes the make and model of each
instrument and a brief description of its function.
The instruments used in the test are as follows:
1. A 1000 cycle per second oscillator.
2. A 1000 cycle per second amplifier.
3. A 1000 cycle per second meter.
4. A 1000 cycle per second recorder.

The test is described in detail on page 12. It
shows the test cell in which the test was made and
the test equipment used. It also shows the test
results and the conclusions drawn from the test.
The test results are as follows:
1. The test was made in the test cell.
2. The test equipment used was as follows:
3. The test results are as follows:
4. The conclusions drawn from the test are as follows:

The test was made in the test cell and the test
equipment used was as follows:
1. A 1000 cycle per second oscillator.
2. A 1000 cycle per second amplifier.
3. A 1000 cycle per second meter.
4. A 1000 cycle per second recorder.
The test results are as follows:
1. The test was made in the test cell.
2. The test equipment used was as follows:
3. The test results are as follows:
4. The conclusions drawn from the test are as follows:

side atmosphere.

The fuel used in the burner was diesel oil and was lead from a tank outside the test cell to a fuel rotameter that indicated fuel flow in pounds per hour. From the rotameter the fuel went to a fuel pump with a by pass arrangement to allow control over the fuel flow rate. The pump sent the fuel directly to the spray type fuel nozzle in the burner.

Ignition was accomplished by means of a spark plug first igniting a stream of acetylene and then, after starting the fuel pump, the burning acetylene ignited the fuel. The acetylene was supplied from a standard tank, lead through a relay control for positive operation, and then to the sleeve of the spark plug and out into the burner.

A sketch of the J35-A-17 Turbo Jet Engine burner is shown in Fig. 4 giving the dimensions, size and location of the secondary air passages, and position of fuel nozzle and spark plug. The flame tube has seven rows of holes of which three of the rows are shown in Fig. 4. The rows are equally spaced around the tube. There are also seven rows of air slits of which three rows are shown in Fig. 4. Fig. 5 is a picture of the flame tube removed from the outer shell. There are two large holes of 1.2 in. diameter of which one is

shown in Fig. 4. These are for starting purposes when installed in the complete engine and were blocked off for this test to prevent the entry of secondary air by this means.

To carry out the purpose of this investigation four stations were first selected along the burner as shown in Fig. 4. Then, to permit the temperature probing of the secondary air mixing zone, $11/32$ in. holes were drilled around the periphery of the outer liner, one hole in line with each of the secondary air holes in the flame tube at the stations selected. Metal plates, $3\ 3/8$ by $1\ 3/8$ in., and $1/4$ in. thick were cut from 8 in. pipe to give them some curvature. $11/32$ in. holes were then drilled in the metal plates to correspond to the holes previously cut in the outer liner. The holes in the plates were then tapped and the plates riveted in place to the outer liner. One eighth pipe plugs were then screwed in the holes so prepared so as to seal them when not in use. In this manner access for the thermocouples was provided to the flame tube at the four stations and at all seven secondary air holes at each station, except at station 1 and 4, where previous work on the burner prevented the cutting of a hole on the outer liner in line with the seventh secondary air hole of the flame tube.

[illegible]

Figure 1. The model of the proposed system. The model is a simple system that can be used to study the effects of the proposed system on the system's performance.

3/16 in. holes were then drilled through seven of the one eighth pipe plugs. These pipe plugs were then used when temperature measurements were to be made at a station, the thermocouple being inserted in the 3/16 in. holes and on into the flame tube. Small set screws were provided on the sides of the pipe plugs to hold the thermocouples in place.

The thermocouples were of the iron-constantan type. They were lead from the burner to a junction box within the test cell and then to a selector switch on the control panel. The selector switch was connected to a Brown Temperature Recorder of the potentiometer type which read in degrees Fahrenheit from 0 to 1600. Ceramic insulators covering six inches of thermocouple wiring were placed around each thermocouple next to the bead.

Total pressure, p_0 , and static pressure, p , were measured at a station 12 in. ahead of the burner. Pressure lines were lead from a total head tube and a static orifice to two mercury filled manometers at the control panel. A thermocouple was also inserted in the stream at this point and connected to the thermocouple control switch at the control panel.

A thermocouple was also provided at the entrance to the inlet air duct to the compressor and connected to the control switch.

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TEST PROCEDURE

It was first decided to measure the temperature at each station and each secondary air hole from the center of the flame tube out in steps of $1/2$ in. Then, for the purpose of identification, each row was assigned a letter. Thus each secondary air hole could be designated by a combination of station number and letter indicating the row. For example 1A designated the secondary air hole in the A row at the first station. Each position of the bead of the thermocouple, as it moved in $1/2$ in. increments from the center, was also assigned a number to follow the row designation. The center was indicated by 0, the position $1/2$ in. away from the center by 1 and so on. Thus 304 indicated a position two inches from the center of the flame tube at station 3 and row C.

To obtain the temperature readings the thermocouples were placed in position at station 4 and three in. from the center, that is, at 4A6, 4B6, etc., one thermocouple at each secondary air hole at that station. The engine was then started and warmed up and the fuel to the burner ignited. The engine RPM was set to obtain the desired air flow through the burner and the burner fuel pressure regulated to give desired

THE PROBLEM

The first question that arises in the mind of the reader is: "What is the problem?" The answer is: "The problem is to find a way of measuring the intensity of the light which is reflected from a surface." This is a problem which has been solved in many different ways, but the method which is described in this paper is the simplest and the most accurate. It is based on the fact that the intensity of the light which is reflected from a surface is proportional to the square of the cosine of the angle of incidence. This is a well-known law of optics, and it is the basis of the method which is described in this paper. The method is very simple, and it can be used to measure the intensity of the light which is reflected from any surface, whether it is a flat surface or a curved surface. The only thing that is required is a light source, a surface, and a detector. The light source is a lamp, the surface is a piece of paper, and the detector is a photometer. The light from the lamp is directed at the surface, and the light which is reflected from the surface is measured by the photometer. The intensity of the light which is reflected from the surface is then calculated from the reading on the photometer.

To obtain the maximum reading on the photometer, the surface must be placed at an angle of 45 degrees to the light source. This is because the intensity of the light which is reflected from a surface is proportional to the square of the cosine of the angle of incidence. The cosine of 45 degrees is 0.707, and the square of 0.707 is 0.5. Therefore, the intensity of the light which is reflected from a surface at an angle of 45 degrees is 0.5 times the intensity of the light which is incident on the surface. This is the maximum intensity of the reflected light, and it is the intensity which is measured by the photometer. The method which is described in this paper is therefore a very simple and accurate method of measuring the intensity of the light which is reflected from a surface.

fuel flow. The temperatures were then read and recorded by two men at the control panel who were also maintaining desired air and fuel flow. Two men in the test cell then repositioned the thermocouples by hand to positions 4A5, 4B5, 4C5, etc., and again the temperatures were read and recorded. The thermocouples were positioned by means of wooden guides previously marked to indicate correct distances, from the top of the pipe plugs to the end of the ceramic insulators, corresponding to the desired position of the thermocouple bead within the flame tube. This was repeated until all of the station 4 readings had been obtained. The engine was then stopped and the thermocouples shifted to station 3 where the procedure was repeated. In this manner the temperatures were measured at all four stations. Two such runs were made, Run 1 at a fuel-air ratio of .012 and Run 2 at a fuel-air ratio of .009.

Fig. 6 shows the thermocouples positioned at 2A4, 2B4, 2C4, etc. as described above.

TEST RESULTS AND DISCUSSION

The temperatures obtained in the survey, and the test cell operating conditions, are presented in Tables I and II for Runs 1 and 2 respectively. The test cell conditions simulated the following J33-A-17 turbo jet engine operating conditions:

Run 1

Fuel-air ratio	.012
Altitude	3900 feet
Engine speed	5400 RPM
Air flow	8000 lb/hr

Run 2

Fuel-air ratio	.009
Altitude	4000 feet
Engine speed	5350 RPM
Air flow	7950 lb/hr

Perhaps what is more important is that the test cell conditions also approximate the critical engine condition of blowout at high altitude. Thus if the engine were operating at, say 30,000 feet and 12,000 actual RPM the same conditions that existed in the test cell would be approached by the engine.

STATE OF NEW YORK

IN SENATE,
January 14, 1914.
REPORT
OF THE
COMMISSIONERS OF THE LAND OFFICE
IN RESPONSE TO A RESOLUTION PASSED BY THE SENATE
JANUARY 14, 1913.
ALBANY: J. B. LEECH, STATE PRINTER, 1914.

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THE STATE OF NEW YORK, 1914.

IN SENATE,
January 14, 1914.
REPORT
OF THE
COMMISSIONERS OF THE LAND OFFICE
IN RESPONSE TO A RESOLUTION PASSED BY THE SENATE
JANUARY 14, 1913.
ALBANY: J. B. LEECH, STATE PRINTER, 1914.

According to Ref. 9, at an altitude of 30,000 feet and 12,000 actual RPM a fuel-air ratio of .021 would be necessary. As can be seen above, the actual fuel-air ratios employed in the tests were much less. It is thought that lean fuel-air ratios, as used in the test, are a primary cause of blowout. Thus one can say that burner conditions were such that blowout might have been approached. However, no such conditions were noticed. That is stable operations were perceived throughout and the results gave no indications of an impending blowout.

The results in Tables I and II are shown plotted in Figs. 7 through 16. In Figs. 7 through 10 and 12 through 15 the burner is drawn full scale and in the position with respect to the vertical that it occupied during the tests. The outer liner is represented by the full circle and the flame tube by the dashed circle showing location of the secondary air holes.

From a study of the temperature patterns, Figs. 7 through 10 and 12 through 15, obtained at the various stations, as located in Fig. 4, it becomes apparent that the hot core of the combustion gases travels down the burner very near to the center. At each succeeding station the hot gases of the center are cooled as the secondary air takes effect, thus producing a sort of truncated cone effect. The higher temperatures

According to the 1950 Census, the population of the District of Columbia was 203,379.

Actual data for the District of Columbia for the year 1950 are as follows:

White 100,000
Negro 100,000
Total 200,000

It is noted that the population of the District of Columbia for the year 1950 was 203,379.

It is also noted that the population of the District of Columbia for the year 1940 was 161,152.

It is further noted that the population of the District of Columbia for the year 1930 was 116,919.

It is also noted that the population of the District of Columbia for the year 1920 was 73,971.

It is further noted that the population of the District of Columbia for the year 1910 was 47,921.

It is also noted that the population of the District of Columbia for the year 1900 was 29,815.

It is further noted that the population of the District of Columbia for the year 1890 was 17,921.

It is also noted that the population of the District of Columbia for the year 1880 was 10,921.

It is further noted that the population of the District of Columbia for the year 1870 was 6,921.

It is also noted that the population of the District of Columbia for the year 1860 was 3,921.

It is further noted that the population of the District of Columbia for the year 1850 was 1,921.

It is also noted that the population of the District of Columbia for the year 1840 was 921.

It is further noted that the population of the District of Columbia for the year 1830 was 421.

It is also noted that the population of the District of Columbia for the year 1820 was 221.

It is further noted that the population of the District of Columbia for the year 1810 was 121.

It is also noted that the population of the District of Columbia for the year 1800 was 21.

It is further noted that the population of the District of Columbia for the year 1790 was 11.

It is also noted that the population of the District of Columbia for the year 1780 was 1.

It is further noted that the population of the District of Columbia for the year 1770 was 0.

found near the center in Run 1, with a fuel-air ratio of .012, over those of Run 2, with a fuel-air ratio of .009, for corresponding stations, indicates the effect of increasing fuel-air ratio.

High temperature gradients are encountered, in both Runs, at station 1, Figs. 7 and 12. As the gases proceed downstream the contour lines become spaced farther apart and also become less uniform thus indicating that the secondary air mixing is causing the temperature differences within the flame tube to be reduced. The nonuniformity of the contour lines indicates the turbulence of the process. There appears to be, however, a certain pattern even with respect to the turbulence as indicated by the contour lines, as the same general indications were obtained in both runs. The patterns, although becoming less circular and roughly more elliptical in shape, show a uniformity with respect to temperature decrease that indicates stable operation and fairly good mixing. By the time station 4 has been reached the temperatures within the immediate area of the center have become equalized to a certain extent and a steadily increasing temperature gradient to the center, so noticeable at the other stations, has begun to be broken up. The appearance of comparatively high temperature peaks at

1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific information required.

places other than the center gives evidence of this.

To show in a different manner the effect of mixing and mixing rates, the temperature profiles at the various stations have been drawn as shown in Figs. 11 and 16 for Runs 1 and 2 respectively. The temperatures for these figures were arrived at by dividing the burner, as shown in the temperature pattern figures, into two parts by drawing a horizontal line through the center. At each radius from the center the top three readings were averaged for the top point and the bottom four points averaged for the bottom point. These profiles show that as the secondary air mixes the peak of the curves are reduced and at the same time the curves themselves are flattened out. That is the slopes at about 0.5 in. to 2.0 in. radius more nearly approach the vertical. This is desirable as a uniform temperature, i.e., a vertical profile, is the ideal with perhaps the variation of a low temperature existing at the turbine blade root. Of course this condition should not be attained at the expense of too low a temperature. Notice that the slope of the profiles of Figs. 11 and 16 between a radius of two and three in. are practically constant from station 2 on to 4. The same phenomenon may be observed in Figs. 7 through 10 and 12 through 15. This seems to indicate that the secondary air does not cool the temperature of

It is not clear from the text whether the author is referring to the same or different groups of people.

The text is a collection of various items, some of which are not clearly related to the main topic.

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the mixture within the burner, around the outer radii of the flame tube beyond a certain point. As more secondary air enters it apparently penetrates farther and farther into the flame tube therefore having a much greater effect upon the hotter gases. In other words, as the amount of secondary air into the flame tube increases the gases seem to be cooled, in concentric layers, to certain temperatures and then remain fairly constant. This is good from a structural standpoint as low temperatures are maintained at the outer boundaries. However with regard to the requirement that uniform temperatures exist across the outlet it is not so good as it is apparent that low temperatures will prevail around the edges with high temperatures generally in the center. Thus, in this burner, some additional arrangement must be provided to give a closer approach to uniform distribution at the outlet. From Fig. 4 it can be seen that the burner converges for twelve in. aft of station 4 and whether this results in better temperature outlet conditions or not is not known but would be a subject for additional investigation.

One solution for obtaining uniform temperature distribution at the outlet in this type of burner would be to introduce, by some means, a portion of the secondary air into the flame tube at the center of the flame tube and downstream of

for additional information.

105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000-1001-1002-1003-1004-1005-1006-1007-1008-1009-1010-1011-1012-1013-1014-1015-1016-1017-1018-1019-1020-1021-1022-1023-1024-1025-1026-1027-1028-1029-1030-1031-1032-1033-1034-1035-1036-1037-1038-1039-1040-1041-1042-1043-1044-1045-1046-1047-1048-1049-1050-1051-1052-1053-1054-1055-1056-1057-1058-1059-1060-1061-1062-1063-1064-1065-1066-1067-1068-1069-1070-1071-1072-1073-1074-1075-1076-1077-1078-1079-1080-1081-1082-1083-1084-1085-1086-1087-1088-1089-1090-1091-1092-1093-1094-1095-1096-1097-1098-1099-1100-1101-1102

the combustion process. This would mean that struts or piping would have to be placed within the flame tube which would result in a higher pressure loss through the burner. Whether the temperature achieved would warrant the increased pressure loss is unknown and would be another subject for investigation. The placing of baffles within the flame tube in such a manner that the low temperature mixture near the outer radii is mixed with the high temperature mixture in the center region might also provide better temperature distribution at the outlet.

CONCLUSIONS

From the temperatures obtained from within the J33-A-17 Turbo Jet Engine can type burner during operation, at fuel-air ratios of .009 and .012, the following conclusions can be drawn:

- (1) The hot core of the combustion gases travels approximately down the center of the flame tube.
- (2) Increasing the fuel-air ratio seems to increase, in the secondary air mixing zone, only the temperatures near the center of the flame tube. That is, enough secondary air is being admitted to the flame tube to cool the hot gases to practically constant temperatures near the outer boundaries of the flame tube.
- (3) The secondary air between the flame tube and outer liner remains at a comparatively constant temperature.
- (4) The temperatures on both sides of the flame tube are low enough so that the structural tempera-

CONCLUSIONS

From the experimental observations it can be seen that the rate of reaction is not affected by the concentration of the reactants. The rate of reaction is not affected by the concentration of the reactants.

(1) The rate of reaction is not affected by the concentration of the reactants. The rate of reaction is not affected by the concentration of the reactants.

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(4) The rate of reaction is not affected by the concentration of the reactants. The rate of reaction is not affected by the concentration of the reactants. The rate of reaction is not affected by the concentration of the reactants.

ture limit is not exceeded.

- (5) This type of burner and secondary air arrangement gives stable operation at the engine operating conditions (even, it is believed, approaching blowout) under which the test was conducted and produces a fairly uniform mixing of air and combustion gases.
- (6) The mixing of secondary air and gases is such that uniform temperature distribution is being approached when the secondary air has ceased to be admitted. However, the low temperatures near the outer radii are being maintained and it is the high temperatures near the center that are being reduced. Thus a temperature gradient still remains at this point.
- (7) To produce a uniform temperature distribution at the point where secondary air ceases to be admitted, or slightly downstream, some additional arrangement would be necessary to raise the outer temperatures.

more than 100,000.

(3) This type of burial was common in the early

period of the early 19th century.

It is not known if it is still in use.

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TABLE 1

Observed Data and Test Cell Operating Conditions, Run 1.

Station 1		Station 2		Station 3		Station 4	
Position	°F	Position	°F	Position	°F	Position	°F
1A6	190	2A6	180	3A6	170	4A6	180
1B6	190	2B6	180	3B6	170	4B6	180
1C6	185	2C6	180	3C6	170	4C6	180
1D6	195	2D6	170	3D6	175	4D6	180
1E6	175	2E6	180	3E6	170	4E6	180
1F6	170	2F6	170	3F6	175	4F6	180
		2G6	175	3G6	180		
1A5	275	2A5	420	3A5	240	4A5	270
1B5	300	2B5	250	3B5	540	4B5	370
1C5	280	2C5	440	3C5	430	4C5	370
1D5	550	2D5	470	3D5	450	4D5	410
1E5	350	2E5	260	3E5	250	4E5	250
1F5	830	2F5	520	3F5	580	4F5	340
		2G5	210	3G5	250		
1A4	900	2A4	450	3A4	410	4A4	490
1B4	1000	2B4	390	3B4	560	4B4	600
1C4	1150	2C4	490	3C4	800	4C4	1130
1D4	1580	2D4	530	3D4	760	4D4	610
1E4	1540	2E4	400	3E4	430	4E4	530
1F4	1080	2F4	530	3F4	720	4F4	690
		2G4	370	3G4	430		
1A3	1580	2A3	890	3A3	770	4A3	710
1B3	1580	2B3	1580	3B3	710	4B3	770
1C3	1580	2C3	1270	3C3	1250	4C3	1310
1D3	1580	2D3	1380	3D3	1240	4D3	940
1E3	1580	2E3	1580	3E3	1010	4E3	830
1F3	1580	2F3	1030	3F3	1140	4F3	1120
		2G3	900	3G3	840		
1A2		2A2	1580	3A2	420	4A2	490
1B2		2B2	1580	3B2	1580	4B2	1090
1C2		2C2	1580	3C2	1300	4C2	1240
1D2		2D2	1580	3D2	1550	4D2	1500
1E2		2E2	1580	3E2	1580	4E2	1580
1F2		2F2	1580	3F2	1580	4F2	1240
		2G2	1580	3G2	1400		
1A1		2A1		3A1	1580	4A1	1400
1B1		2B1		3B1	1580	4B1	1450
1C1		2C1		3C1	1580	4C1	1400
1D1		2D1		3D1	1580	4D1	1580
1E1		2E1		3E1	1580	4E1	1580
1F1		2F1		3F1	1580	4F1	1540
		2G1		3G1	1580		
1A0		2A0		3A0		4A0	1580
1B0		2B0		3B0		4B0	1580
1C0		2C0		3C0		4C0	1580
1D0		2D0		3D0		4D0	1580
1E0		2E0		3E0		4E0	1580
1F0		2F0		3F0		4F0	1580
		2G0		3G0			

Engine Speeds	Discharge Orifice Pressure ΔP_w	Fuel Pressure	Fuel Flow W_f	Burner Inlet Static Press P	Burner Inlet Total Press. P ₀	Burner Inlet Temp. T _i	Compressor Inlet Temp. T ₀	Barometer P ₀	Ambient Temp. T _a
RPM	in. H ₂ O	14 in. Hg	lb/hr	in. Hg	in. Hg	°F	°F	in. Hg	°F
2420	14.8	85	97	31.8	38.29	170	95	29.29	85.0

There is no doubt that

(1) The type of interest and secondary air circulation

is not the same as the primary circulation.

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(2) The nature of secondary air circulation is not

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(3) To produce a better secondary circulation it

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TABLE 11

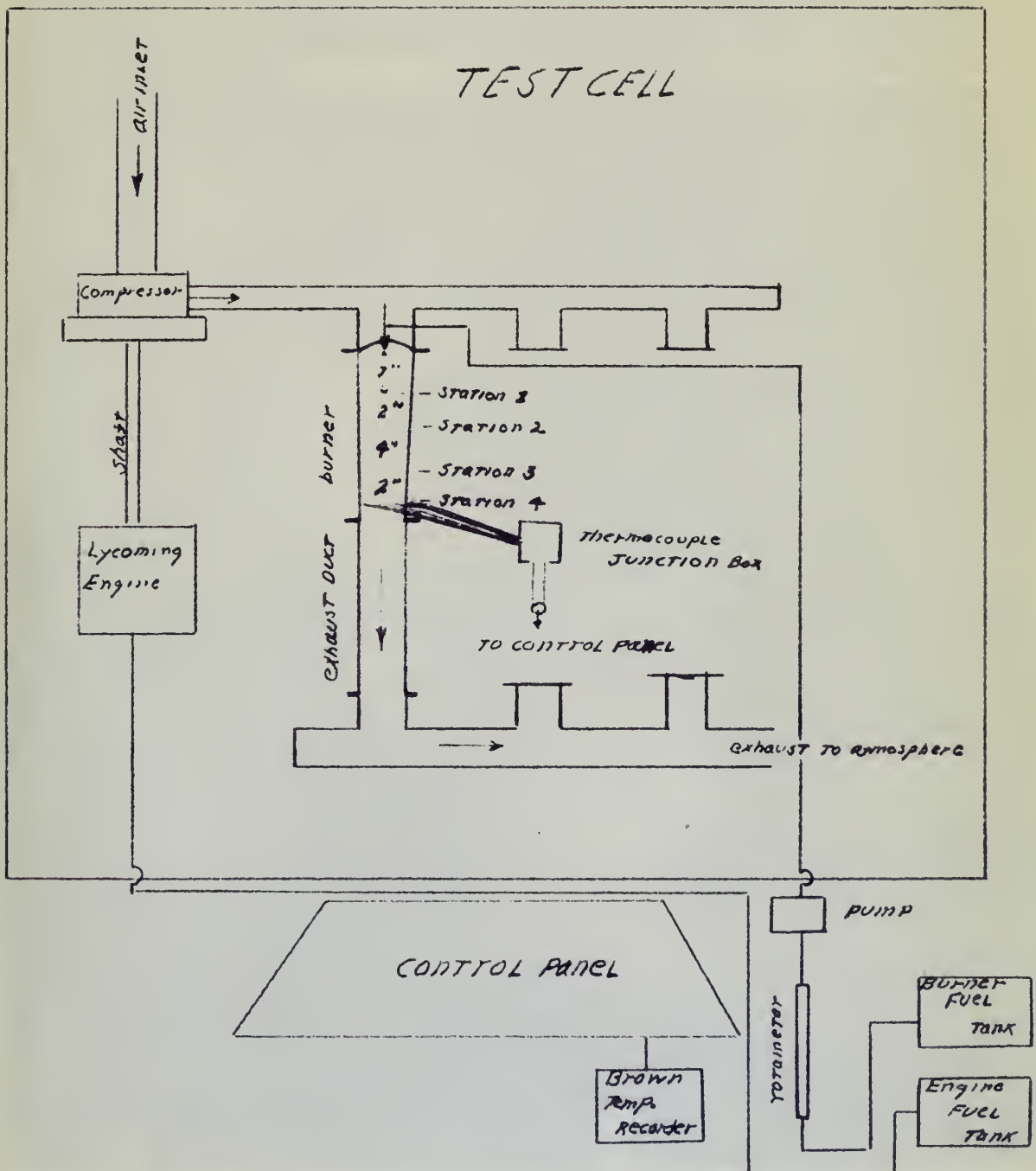
Observed Data and Test Cell Operating Conditions, Run 2.

Station 1		Station 2		Station 3		Station 4	
Position	°F	Position	°F	Position	°F	Position	°F
1A6	185	2A6	190	3A6	190	4A6	195
1B6	185	2B6	190	3B6	190	4B6	195
1C6	185	2C6	190	3C6	195	4C6	195
1D6	190	2D6	195	3D6	195	4D6	190
1E6	185	2E6	195	3E6	195	4E6	195
1F6	190	2F6	195	3F6	195	4F6	190
		2G6	195	3G6	195		
1A5	300	2A5	345	3A5	195	4A5	285
1B5	290	2B5	285	3B5	290	4B5	285
1C5	300	2C5	970	3C5	570	4C5	560
1D5	780	2D5	340	3D5	775	4D5	740
1E5	290	2E5	270	3E5	250	4E5	240
1F5	630	2F5	900	3F5	575	4F5	500
		2G5	290	3G5	315		
1A4	870	2A4	720	3A4	300	4A4	785
1B4	770	2B4	360	3B4	770	4B4	760
1C4	1000	2C4	730	3C4	1100	4C4	1070
1D4	1360	2D4	570	3D4	700	4D4	600
1E4	780	2E4	700	3E4	370	4E4	705
1F4	1210	2F4	760	3F4	765	4F4	1070
		2G4	610	3G4	230		
1A3	1580	2A3	630	3A3	770	4A3	610
1B3	1580	2B3	860	3B3	600	4B3	660
1C3	1570	2C3	1030	3C3	1120	4C3	1075
1D3	1580	2D3	1700	3D3	710	4D3	810
1E3	1580	2E3	1385	3E3	570	4E3	670
1F3	1560	2F3	1710	3F3	710	4F3	1005
		2G3	1560	3G3	1050		
1A2	/	2A2	1580	3A2	800	4A2	835
1B2		2B2	1580	3B2	870	4B2	810
1C2		2C2	1580	3C2	1150	4C2	1070
1D2		2D2	1580	3D2	1270	4D2	1150
1E2		2E2	1580	3E2	1780	4E2	1230
1F2		2F2	1580	3F2	1370	4F2	1200
		2G2	1580	3G2	1580		
1A1	/	2A1	/	3A1	1170	4A1	1065
1B1		2B1		3B1	1270	4B1	1030
1C1		2C1		3C1	1370	4C1	1160
1D1		2D1		3D1	1580	4D1	1380
1E1		2E1		3E1	1580	4E1	1780
1F1		2F1		3F1	1580	4F1	1720
		2G1		3G1	1580	4G1	
1A0	/	2A0	/	3A0	1770	4A0	1380
1B0		2B0		3B0	1770	4B0	1380
1C0		2C0		3C0	1770	4C0	1380
1D0		2D0		3D0	/	4D0	1380
1E0		2E0		3E0		4E0	1380
1F0		2F0		3F0		4F0	1380
		2G0		3G0			

Engine Speed	Discharge Pressure ΔPw	Fuel Pressure	Fuel Flow Wt	Burner Inlet Static Press P	Burner Inlet Total Press P0	Burner Inlet Temp T1	Compressor Inlet Temp T0	Barometer Pb	Ambient Temp Ta
RPM	11.1 H2O	16 in. gage	16 l/hr.	10. Hg	10. Hg	°F	°F	11.1 Hg	°F
2720	17.8	74	74	37.2	37.57	185	105	29.27	88

FIG. 1

Schematic of Test Equipment



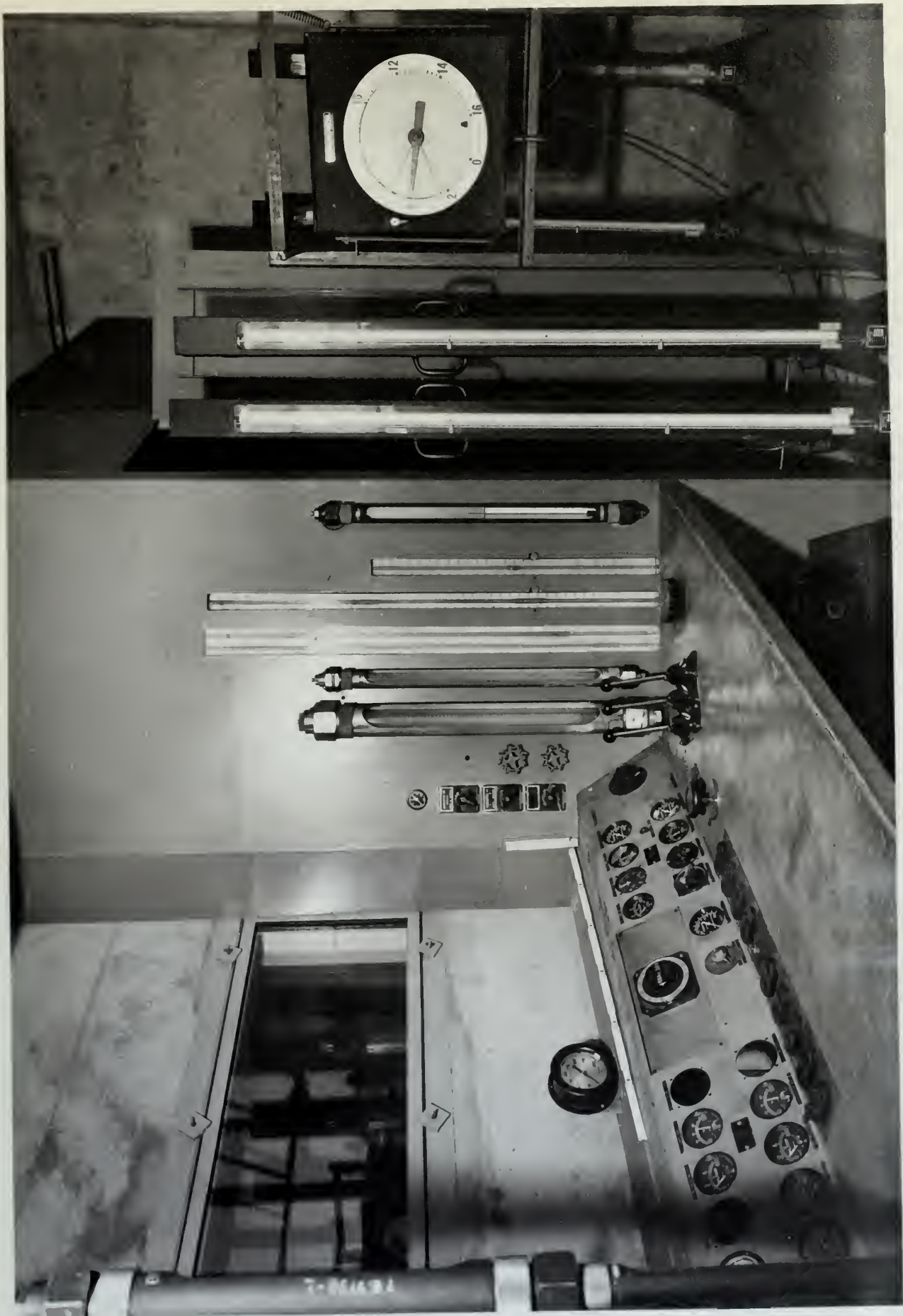


Fig. 2. Control panel

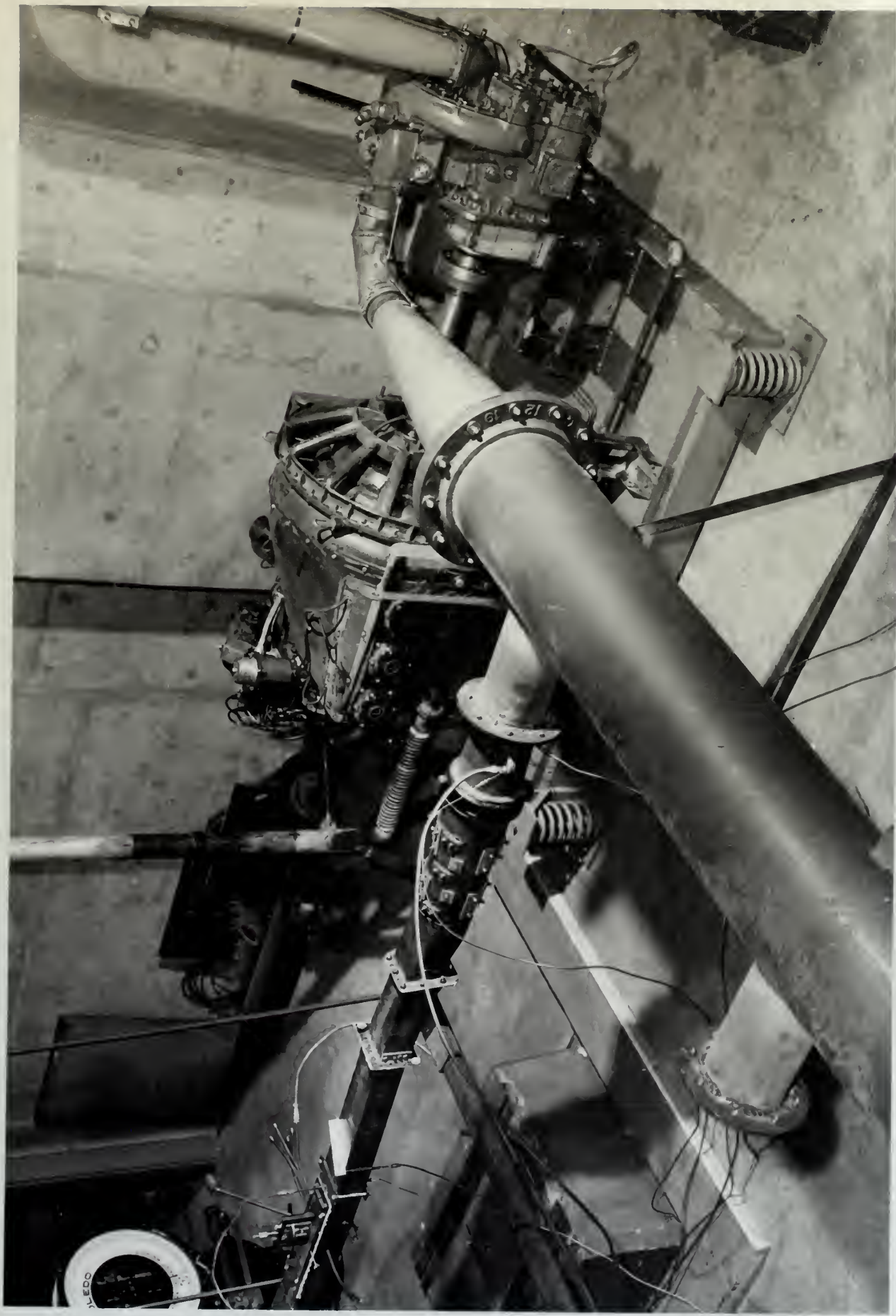
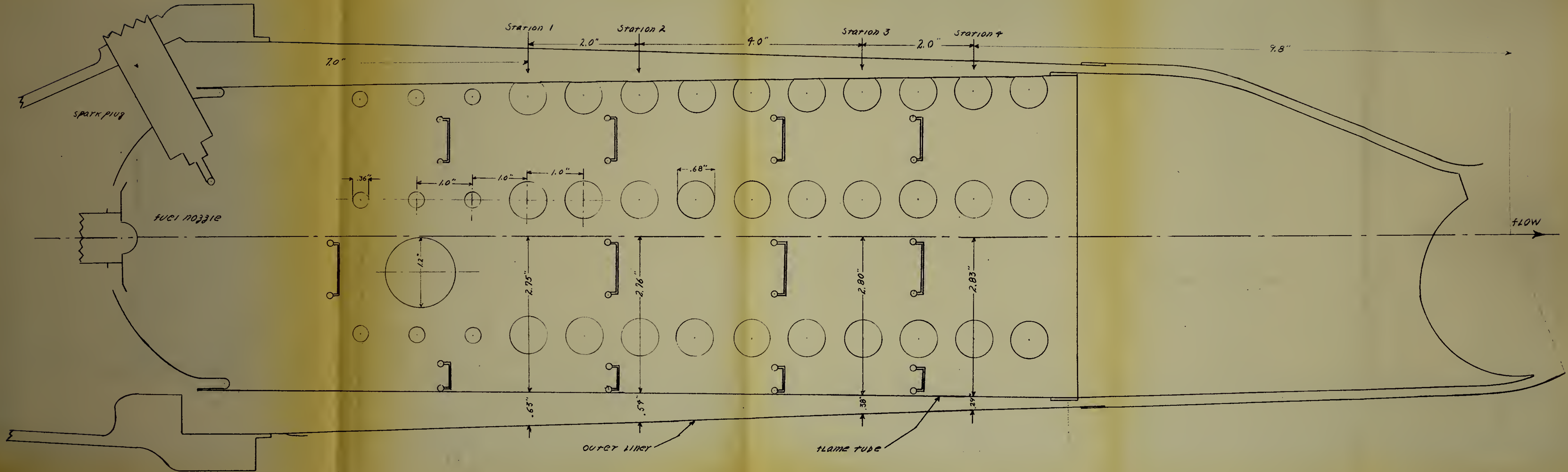
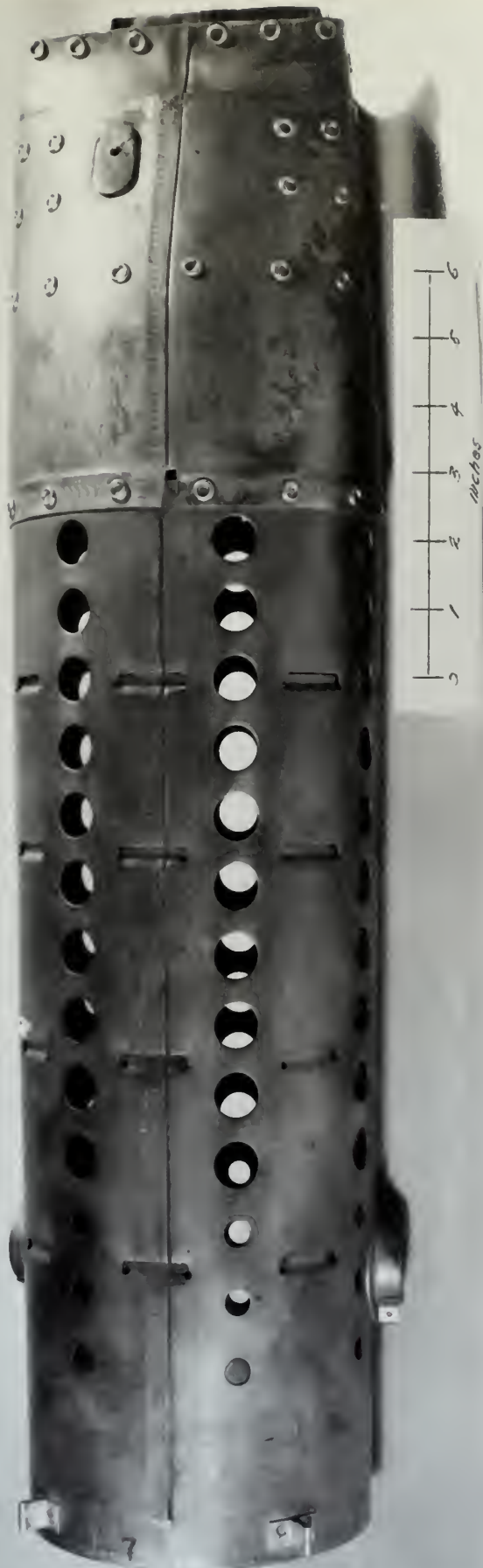


FIG. 4

Sketch of a J33-A-17 turbo jet engine burner





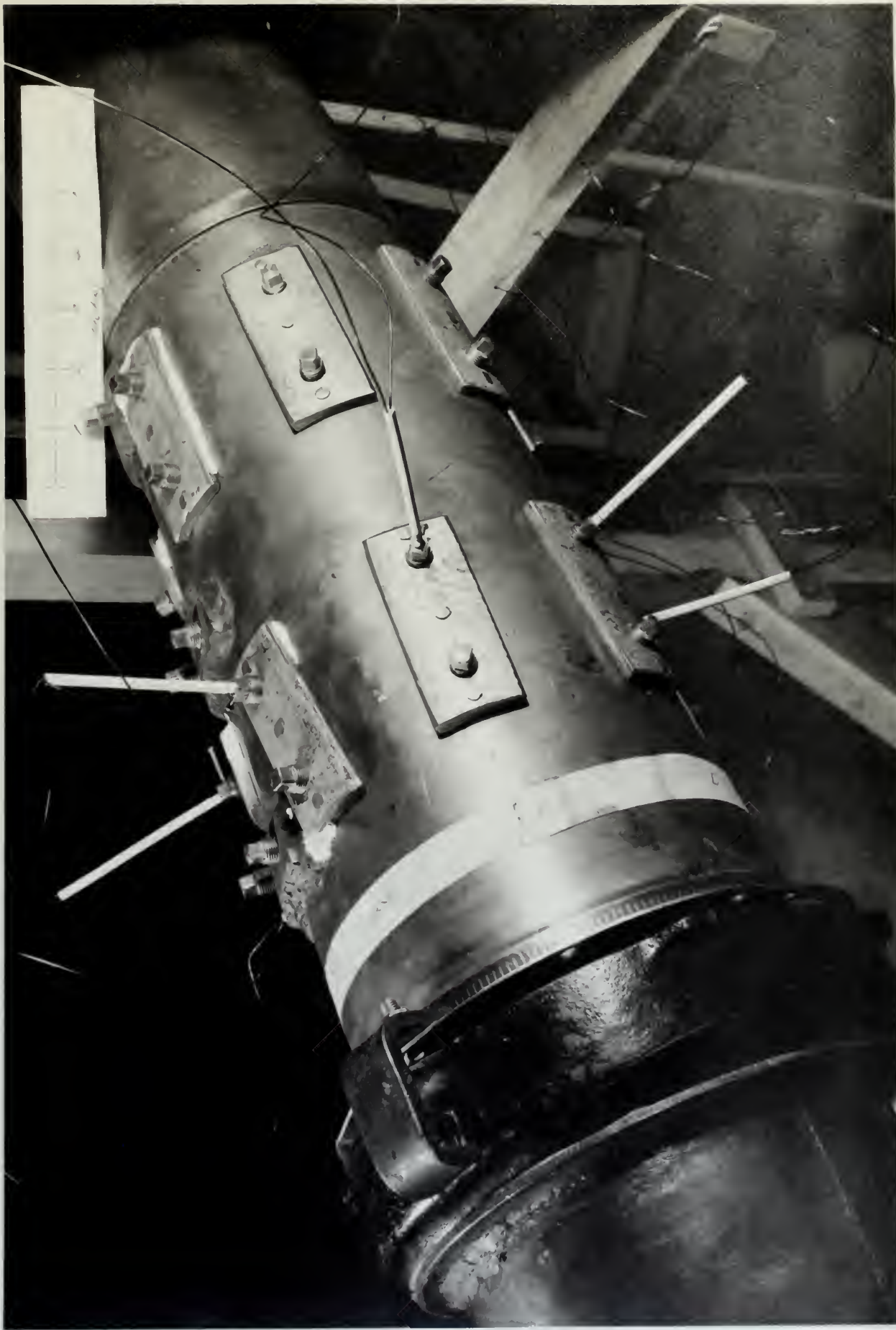
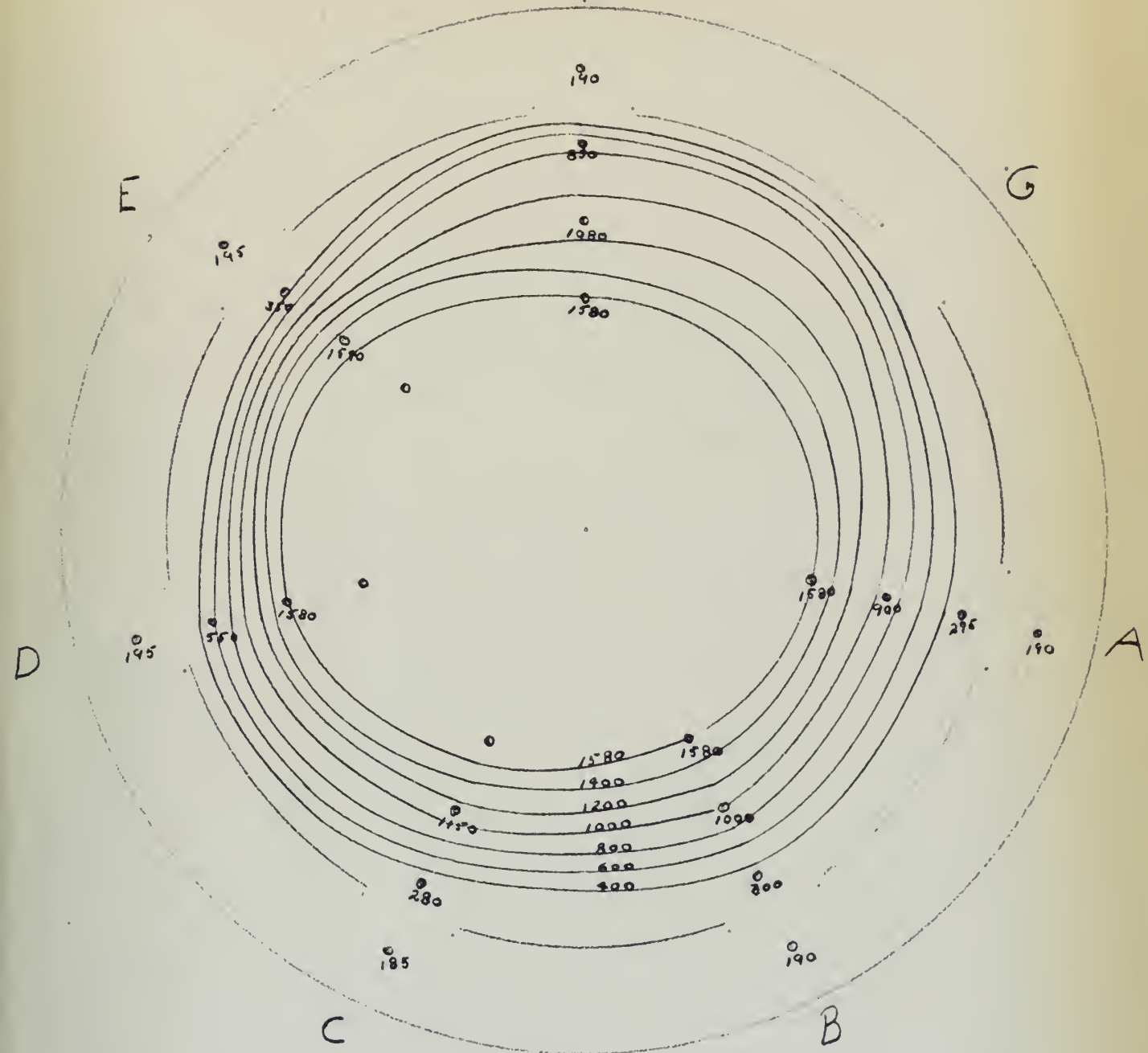


Figure 2. Thermocouples installed in burner

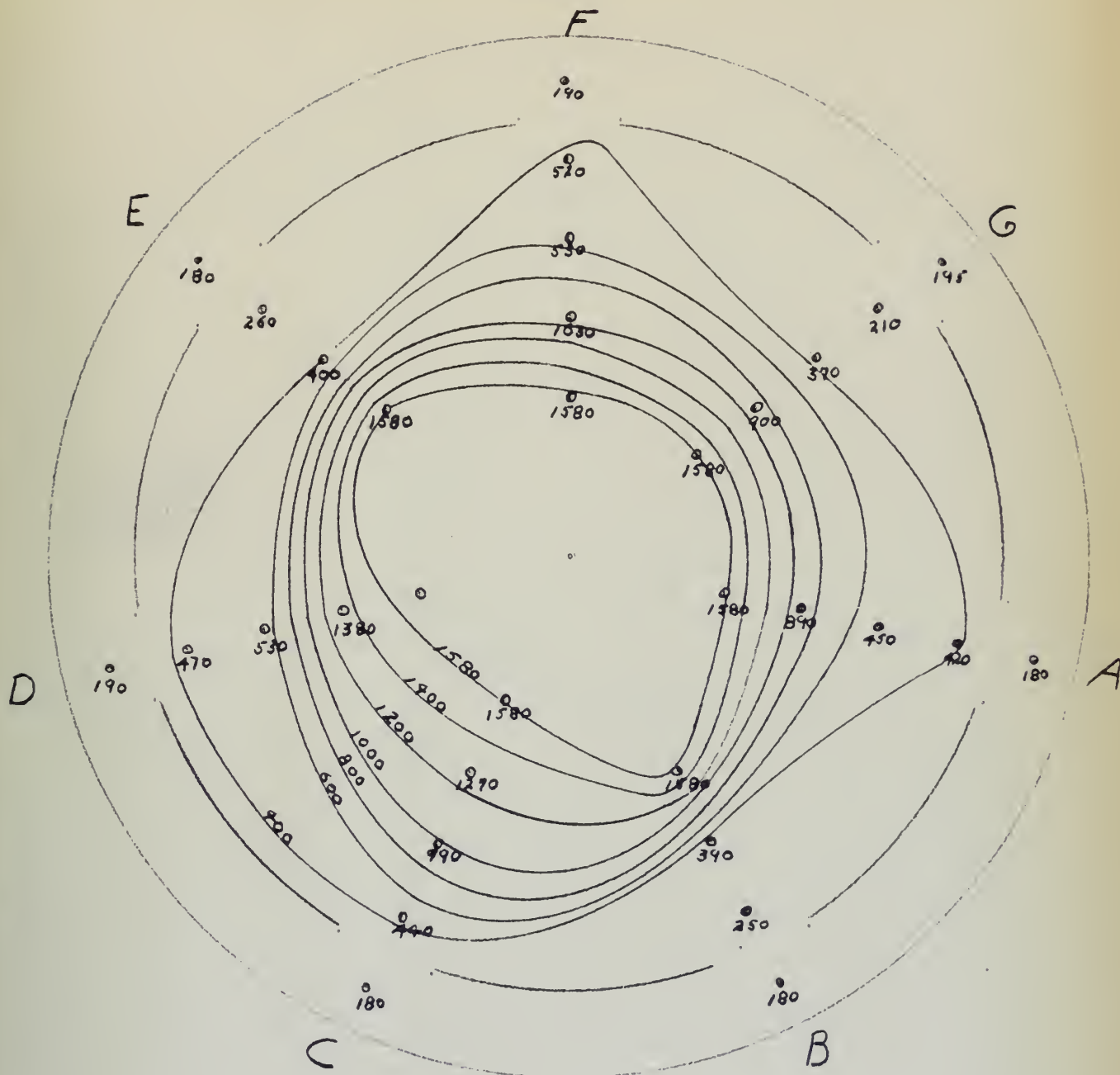
F



Temperature pattern at station 1. Operating conditions: Fuel-air ratio, .012; altitude, 3900 feet; engine speed, 5400 RPM. All temperatures in $^{\circ}\text{F}$.

(High altitude blowout condition being approached)

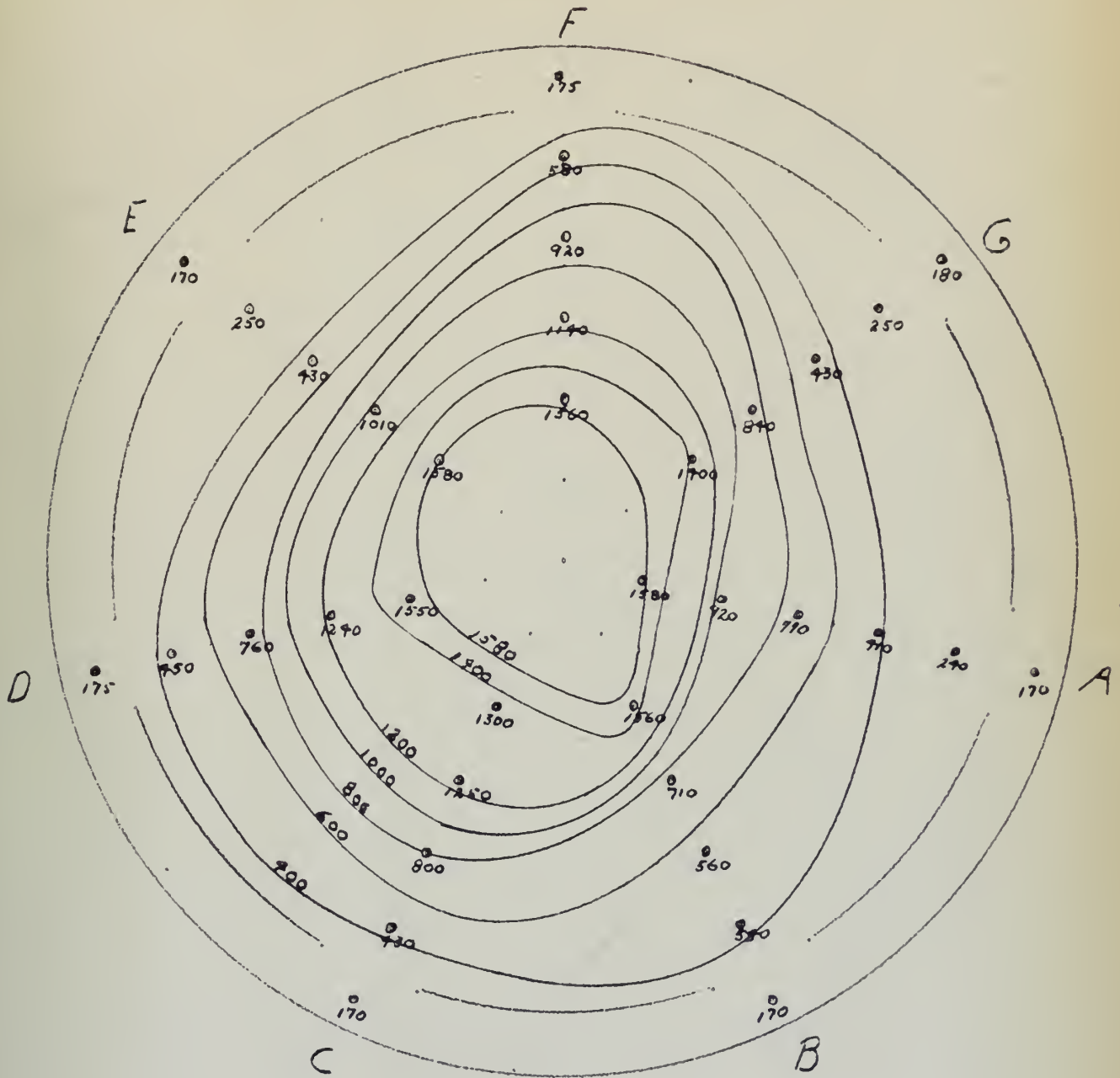
Figure 8



Temperature pattern at station 2. Operating conditions:
 Fuel-air ratio, .012; altitude, 3900 feet; engine speed,
 5400 RPM. All temperatures in °F.

(High altitude blowout condition being approached)

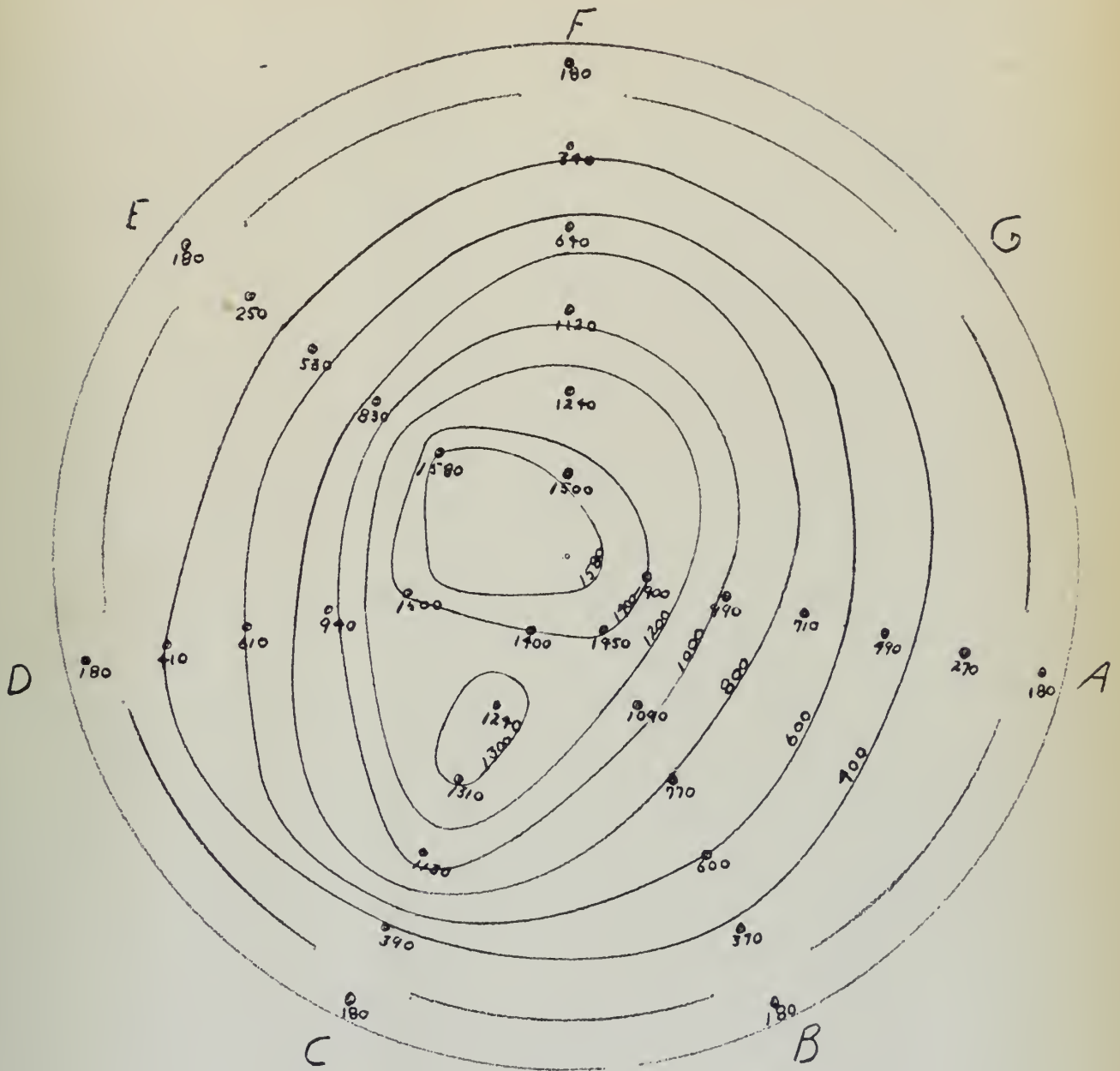
Figure 9



Temperature pattern at station 3. Operating conditions:
Fuel-air ratio, .012; altitude, 3900 feet; engine speed,
5400 RPM. All temperatures in °F.

(High altitude blowout condition being approached)

Figure 10



Temperature pattern at station 4. Operating conditions:
Fuel-air ratio, .012; altitude, 3900 feet; engine speed,
5400 RPM. All temperatures in °F.

(High altitude blowout condition being approached)

FIG. 11

Temperature profiles along combustion chamber.
Operating conditions: FUEL-air ratio, .012 ;
altitude, 3900 feet ; engine RPM, 5400 .

(High altitude blowout condition being approached)

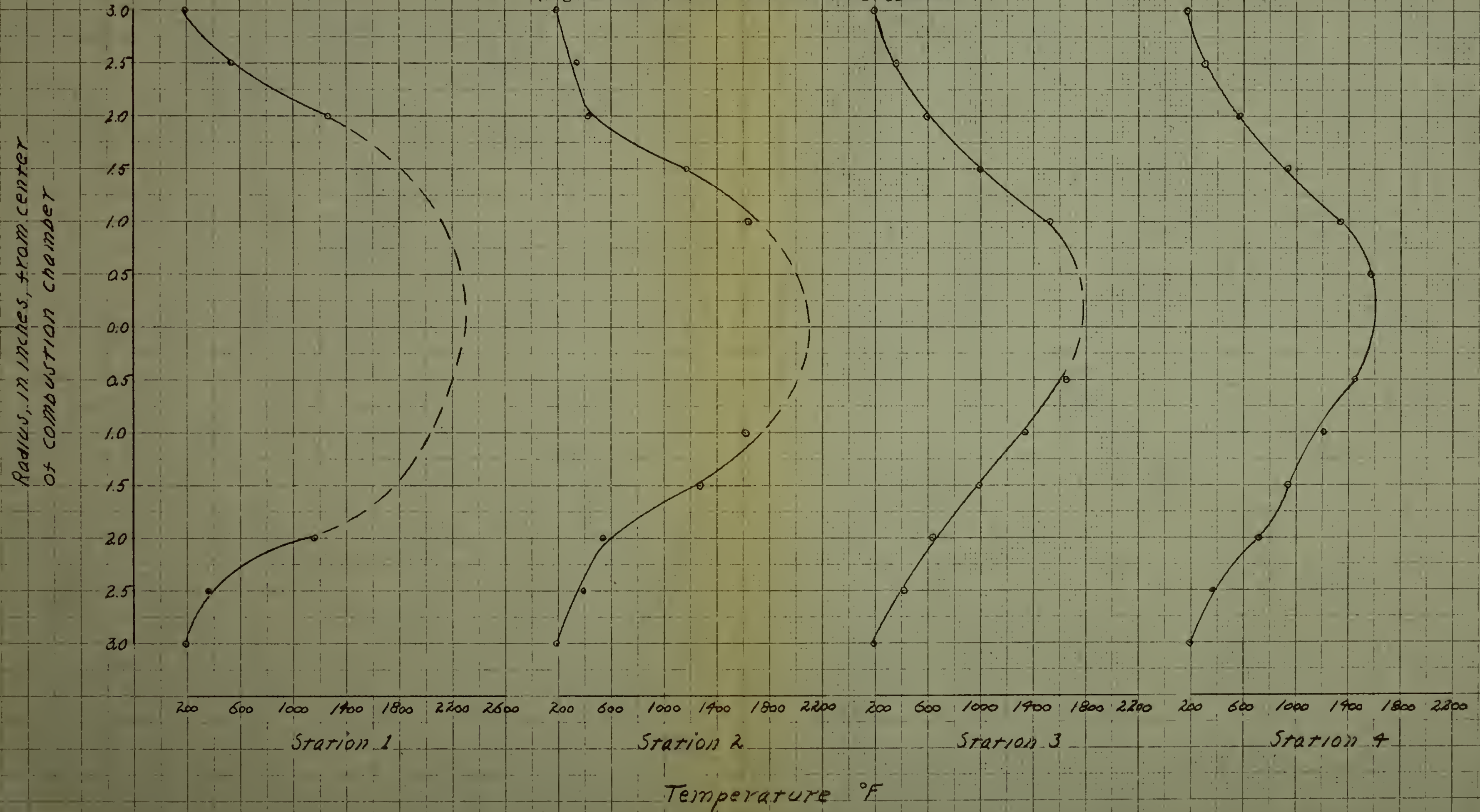
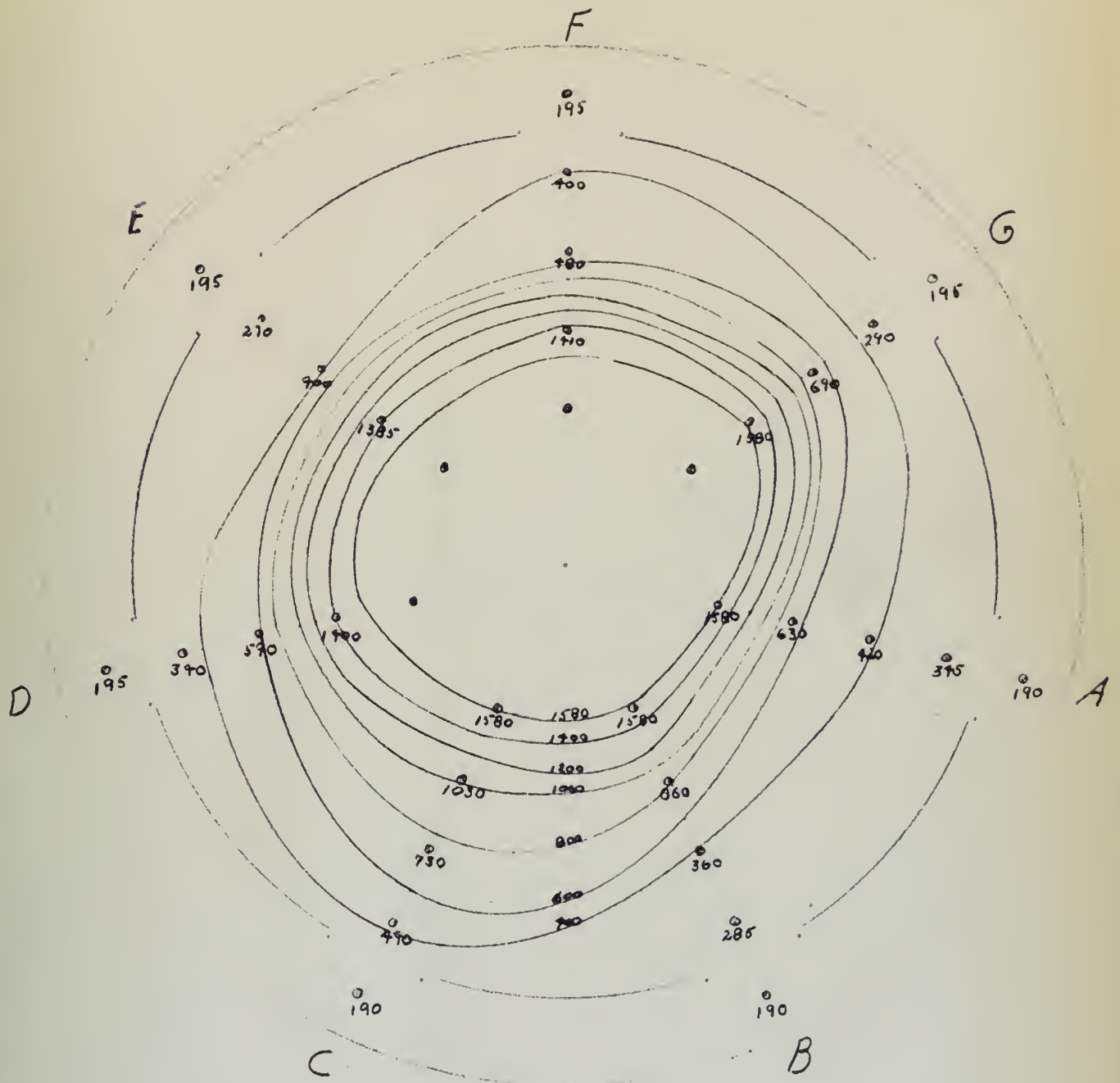


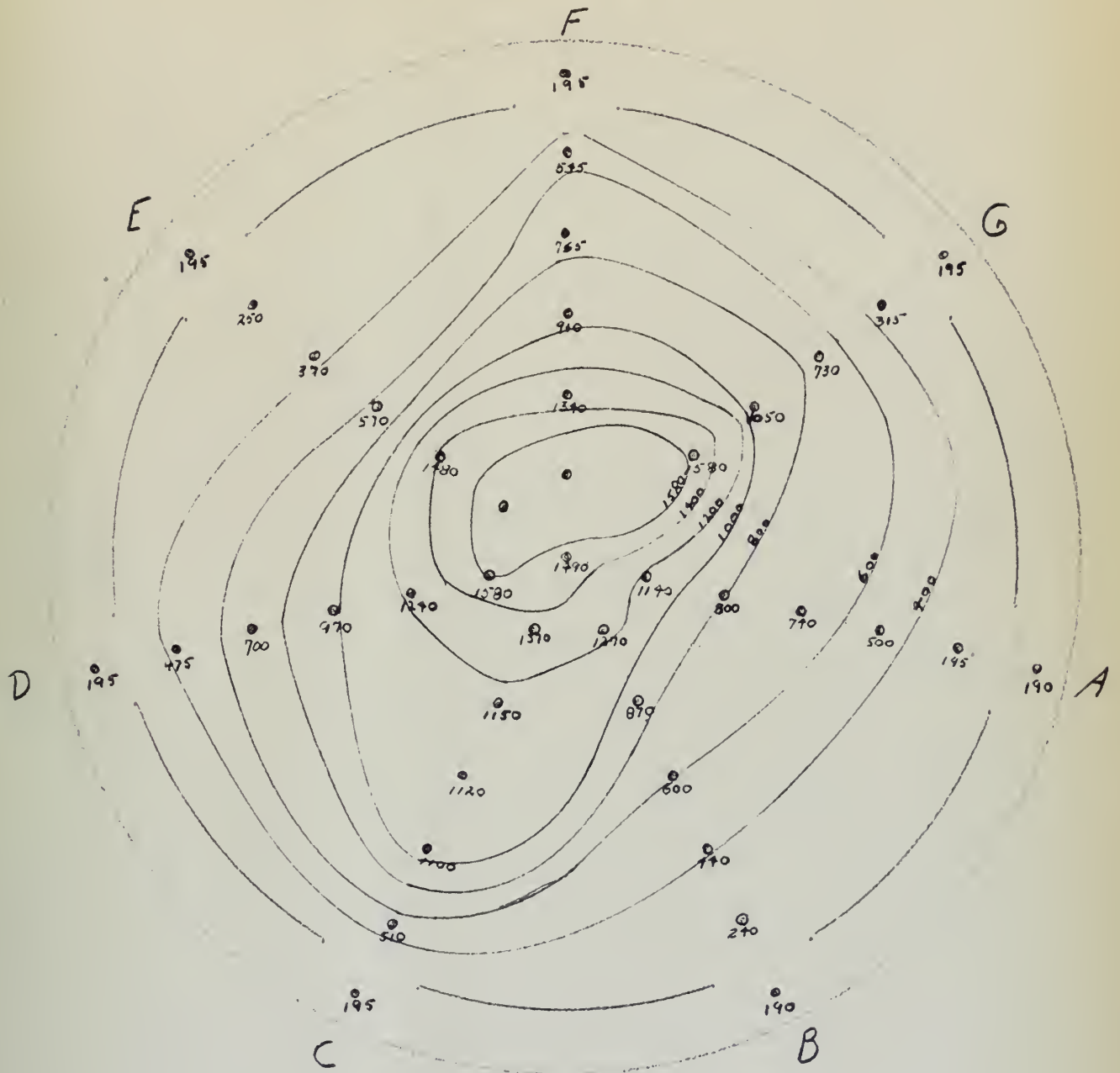
Figure 13



Temperature pattern at station 2. Operating conditions:
Fuel-air ratio, .009; altitude, 4000 feet; engine speed,
5350 RPM. All temperatures in °F.

(High altitude blowout condition being approached)

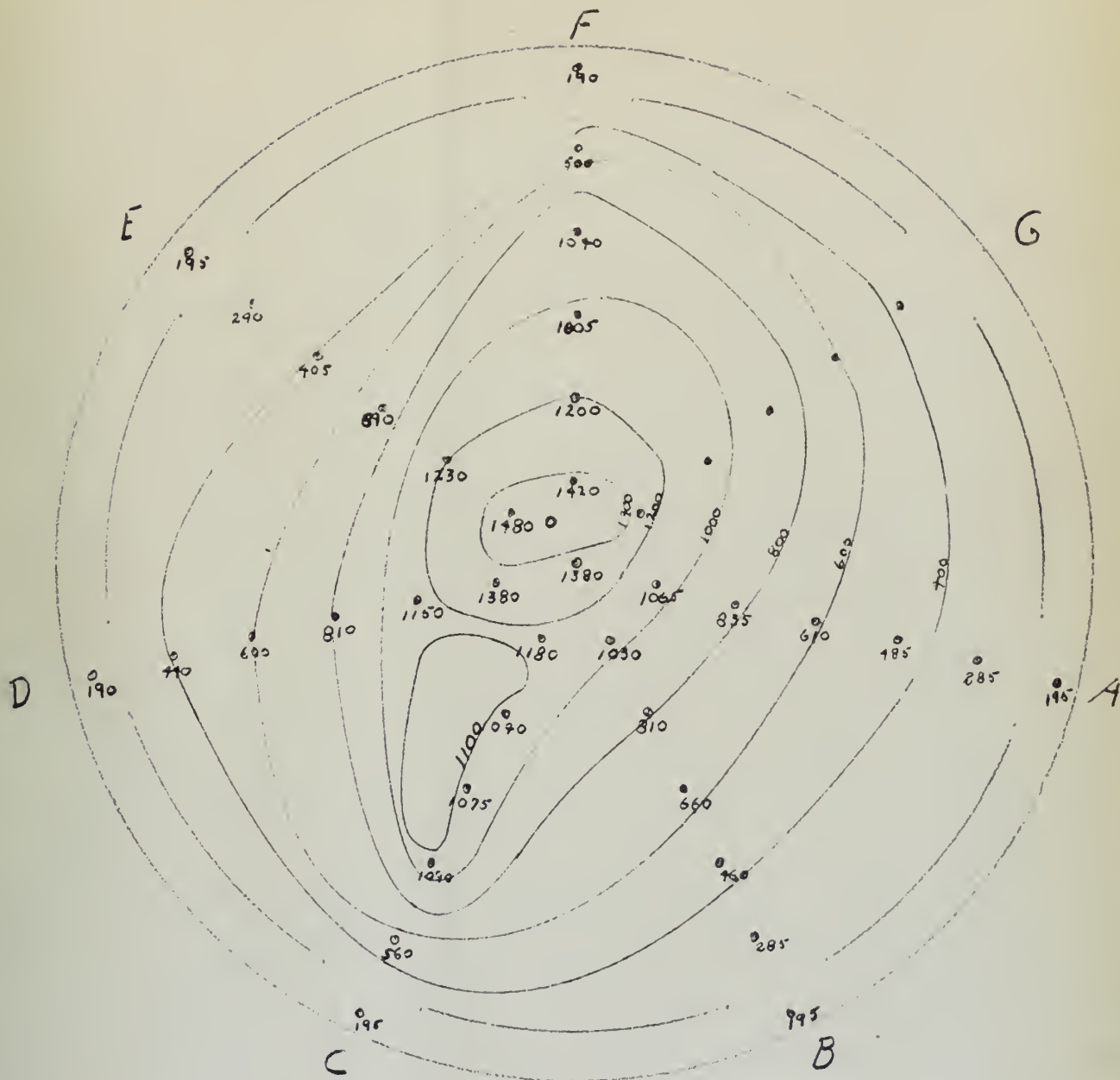
Figure 14



Temperature pattern at station 3. Operating conditions:
Fuel-air ratio, .009; altitude, 4000 feet; engine speed,
5350 RPM. All temperatures in F.

(High altitude blowout condition being approached)

Figure 15



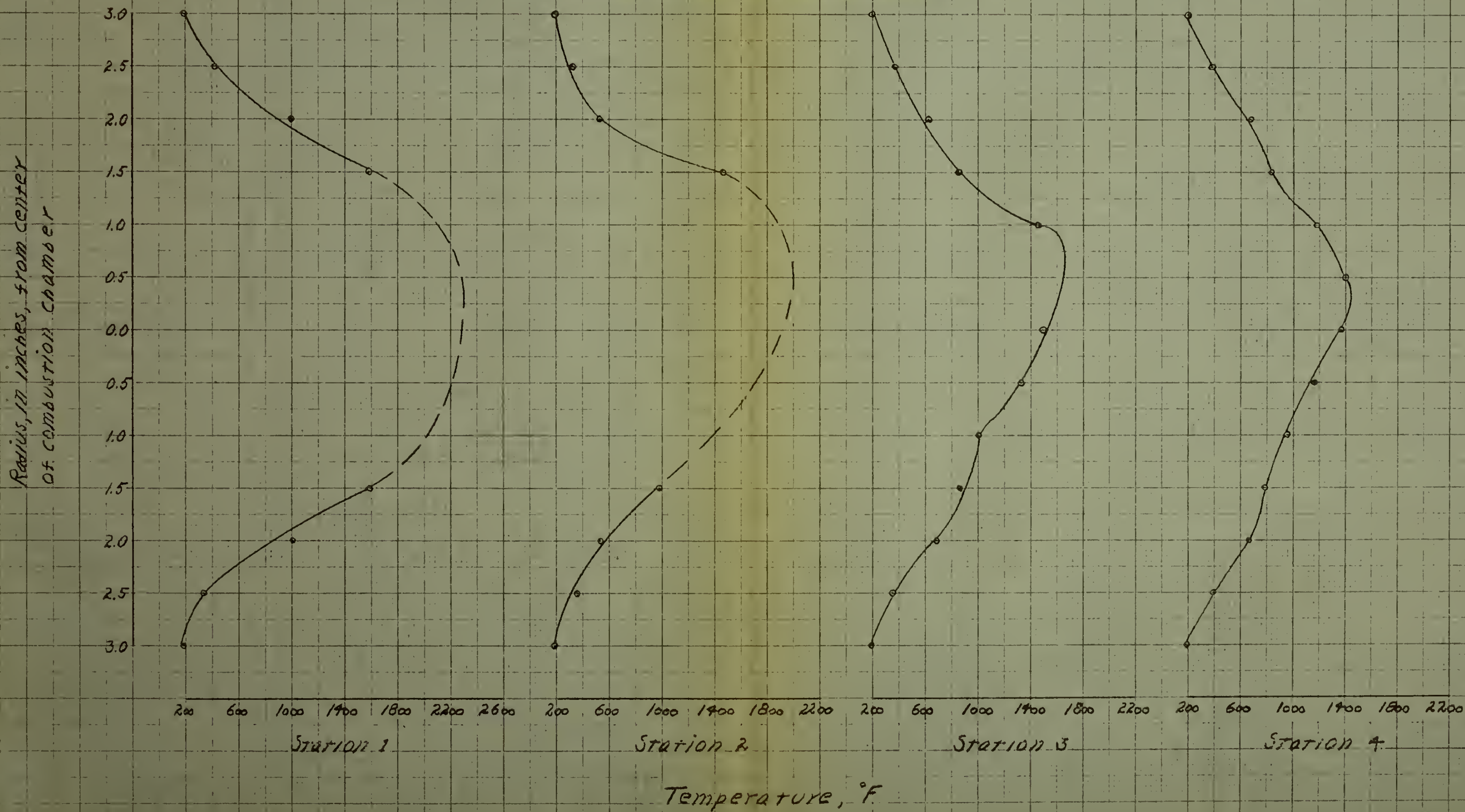
Temperature pattern at station 4. Operating conditions:
 Fuel air ratio, .009; altitude, 4000 feet; engine speed,
 5350 RPM. All temperatures in °F.

(High altitude blowout condition being approached)

FIG. 16

Temperature profiles along combustion chamber
Operating conditions: Fuel-air ratio, .009 ;
altitude, 1000 feet ; engine RPM, 5350.

(High altitude blowout condition being approached)



APPENDIX A

А. КОЗЛОВ

SAMPLE CALCULATIONS

We have, for a square edged orifice:

$$w = .668 A_2 K \sqrt{C (\Delta P)} \quad \text{from Ref. 4}$$

where:

w = air flow, lb/sec

A_2 = throat area of orifice plate, sq. in.

K = flow coefficient (coefficient at discharge
with approach factor included)

C = specific weight, lb/cu.ft.

ΔP = differential pressure across orifice, lb/sq.in.

For the orifice used in this test:

$K = .7$ Ref. 4

$A_2 = 98.5$ sq. in.

And the above formula reduces to

$$w = 2.52 \sqrt{\frac{P_b (\Delta h_w)}{T_o}}$$

where:

P_b = barometer reading, in. Hg.

Δh_w = differential pressure across orifice, in. H₂O

T_o = inlet temperature to orifice

w = airflow lb/sec

APPENDIX A

we have, for a square edge section

$$w = 0.50 \Delta \sqrt{\frac{1}{\Delta}}$$

where

w = air flow, lb/sec

Δ = throat area of orifice, sq. in.

γ = gas constant (corrected at standard conditions)

C = orifice coefficient, lb/sec.

Δ = differential pressure across orifice, lb/sq. in.

for the orifice used in this test

$$C = 0.98$$

$$\Delta = 50.0 \text{ sq. in.}$$

and the above formula reduces to

$$w = 0.50 \sqrt{\frac{1}{\Delta}}$$

where

w = air flow, lb/sec

Δ = differential pressure across orifice, in. Hg

γ = gas constant for air

C = orifice coefficient

From Table I

$$P_b = 29.29 \text{ in. Hg.}$$

$$\Delta h_w = 14.8 \text{ in. H}_2\text{O}$$

$$T_o = 95^\circ \text{ F} = 555^\circ \text{ Fabs}$$

Substituting

$$w = 2.52 \sqrt{\frac{29.29 (14.8)}{555}}$$

$$w = 2.225 \text{ lb/sec}$$

or

$$w = 8000 \text{ lb/hr}$$

From Table I

$$\text{Fuel flow, } W_f = 97 \text{ lb/hr}$$

then

$$\text{Fuel-air ratio} = \frac{97}{8000} = .012$$

From Ref. 5 at an air-flow of 8000 lb/hr

$$\text{Engine speed} = 5400 \text{ RPM}$$

$$\begin{aligned} &\text{Total burner inlet pressure} \\ &\text{at standard sea level conditions} = 44 \text{ in. Hg. abs.} \end{aligned}$$

Therefore:

$$\text{Compression ratio} = \frac{44.0}{29.92} = 1.47$$

From Table I

Actual total burner inlet pressure,

$$P_b = 33.29 \text{ in. Hg. abs.}$$

From Table 1

$$\rho = 0.0012 \text{ in. } \rho$$

$$\Delta \rho = 0.0012 \text{ in. } \Delta \rho$$

$$\rho = 0.0012 \text{ in. } \rho$$

From Table 2

$$\rho = 0.0012 \text{ in. } \rho$$

$$\rho = 0.0012 \text{ in. } \rho$$

$$\rho = 0.0012 \text{ in. } \rho$$

From Table 3

$$\rho = 0.0012 \text{ in. } \rho$$

From

$$\rho = 0.0012 \text{ in. } \rho$$

$$\rho = 0.0012 \text{ in. } \rho$$

$$\rho = 0.0012 \text{ in. } \rho$$

$$\rho = 0.0012 \text{ in. } \rho$$

From Table 4

$$\rho = 0.0012 \text{ in. } \rho$$

From Table 5

$$\rho = 0.0012 \text{ in. } \rho$$

$$\rho = 0.0012 \text{ in. } \rho$$

Then

$$\text{Simulated atmospheric pressure} = \frac{38.29}{1.47} =$$

26.0 in. Hg.

And from Ref. 8 at a standard atmosphere pressure of 26.0 in.Hg.

Altitude = 3900 feet

Item

Estimated atmospheric pressure = $\frac{55.55}{1.25} = 44.44$

Actual = 44.0 cm.Hg.

And the difference = standard atmospheric pressure of 76.0 cm.Hg.

Actual = 44.0 cm.Hg.

Estimated atmospheric pressure = $\frac{55.55}{1.25} = 44.44$

Actual = 44.0 cm.Hg.

Estimated atmospheric pressure = $\frac{55.55}{1.25} = 44.44$

Actual = 44.0 cm.Hg.

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Actual = 44.0 cm.Hg.

Estimated atmospheric pressure = $\frac{55.55}{1.25} = 44.44$

Actual = 44.0 cm.Hg.

Estimated atmospheric pressure = $\frac{55.55}{1.25} = 44.44$

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Thesis

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A temperature survey in the secondary air mixing zone of the burner of a J33-A-17 turbo jet engine.

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J33-A-17 turbo jet engine.

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